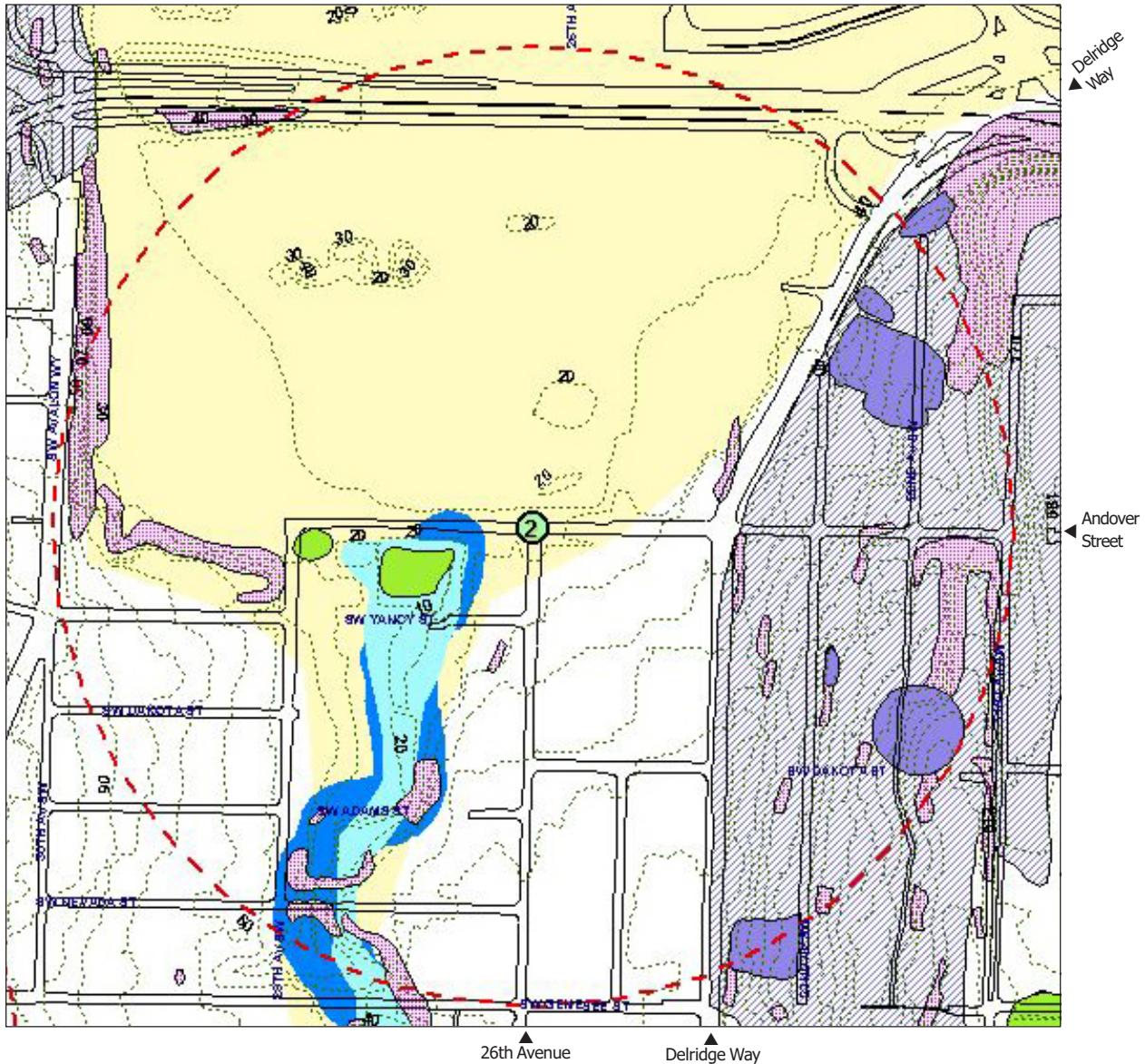


West Seattle Delridge

Station-Specific Background Issues

Natural Features



Critically and Environmentally Sensitive Areas

 Steep Slope (>40%)	 Flood Prone
 Known Slide Area	 Riparian Corridor
 Potential Slide Area	 Landfill
 Wetlands	 Liquefaction Zone
 Wildlife Area	 10' Contour

Source: City of Seattle Design, Construction and Land Use, March, 2000.

- Longfellow Creek is just west of the station. The creek has recently been improved in this area, and the community places a high value on the natural setting of the creek.
- The Delridge station is in a valley between Pigeon Point to the east of the station and the rise toward West Seattle to the west.

Existing Character



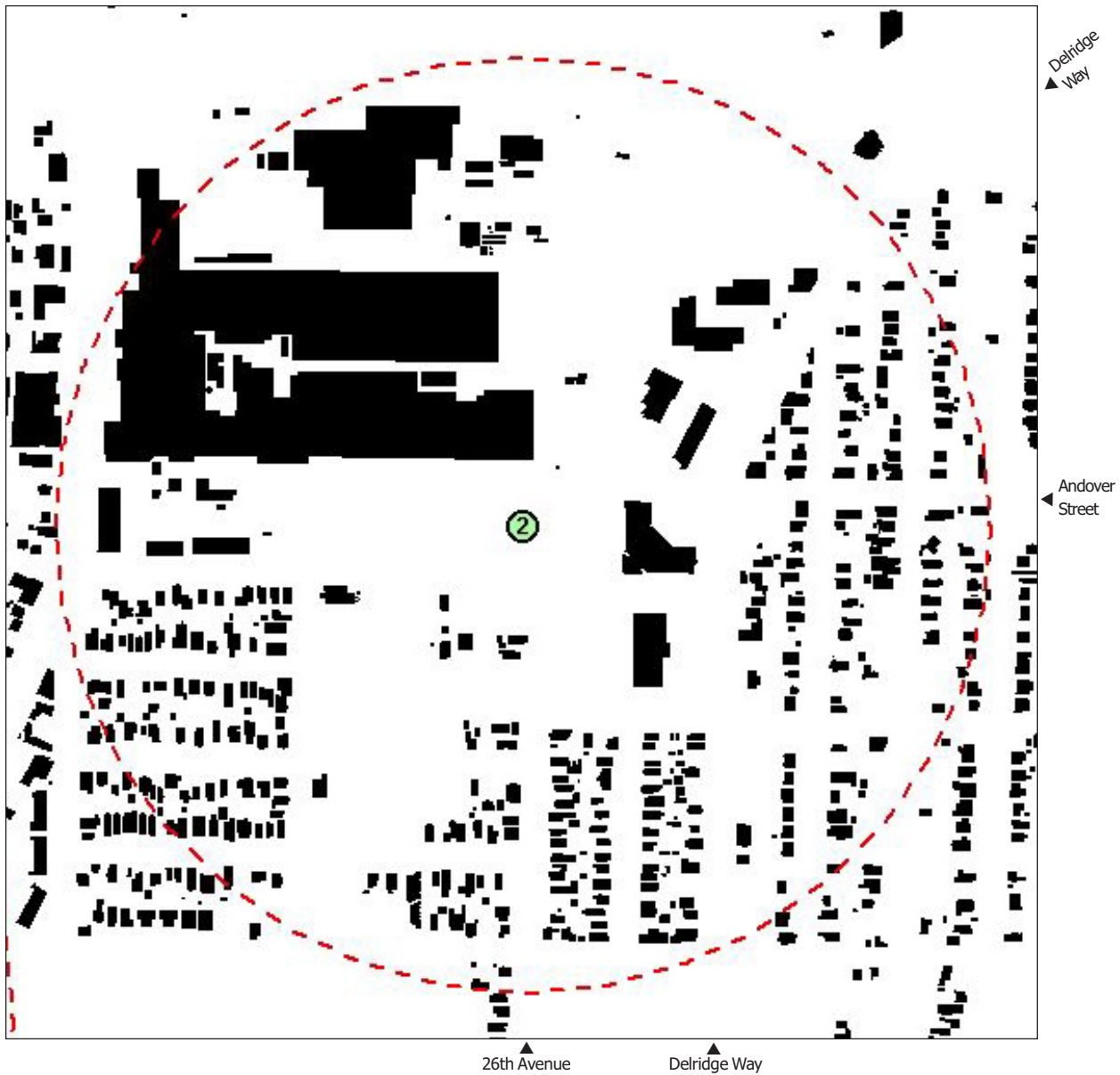
- The Delridge station area has three very different characters: industrial, residential and suburban-style office.
- In addition to the built environment, the area is characterized by its natural features, particularly Longfellow Creek and the creek-related open spaces.
- Located at the corner of the Duwamish Manufacturing/Industrial Center, the northern portion of



the station area is consumed by the Bethlehem/Nucor Steel steel plant, a very large, traditional industrial facility.

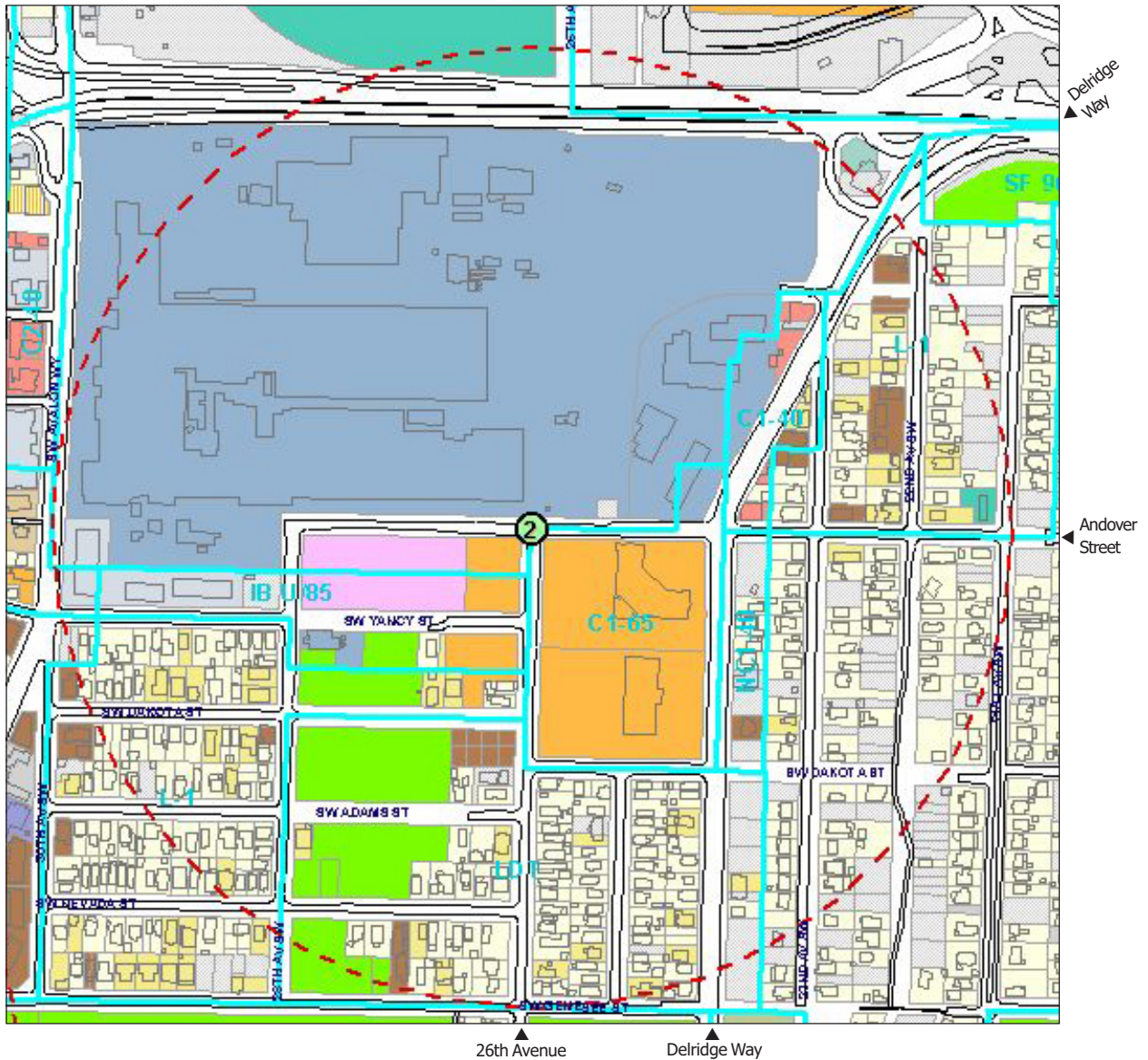
- South of the station lies a low-scale residential neighborhood, which climbs the hill west of the station towards West Seattle Junction.
- East and northeast of the station area are warehouse/flex buildings and two large office buildings, each surrounded by surface parking lots.

Spatial Patterns



- Area dominated by Birmingham Steel industrial complex.
- Office parks located on Delridge Way, with single-family homes in surrounding blocks.

Land Use Notes

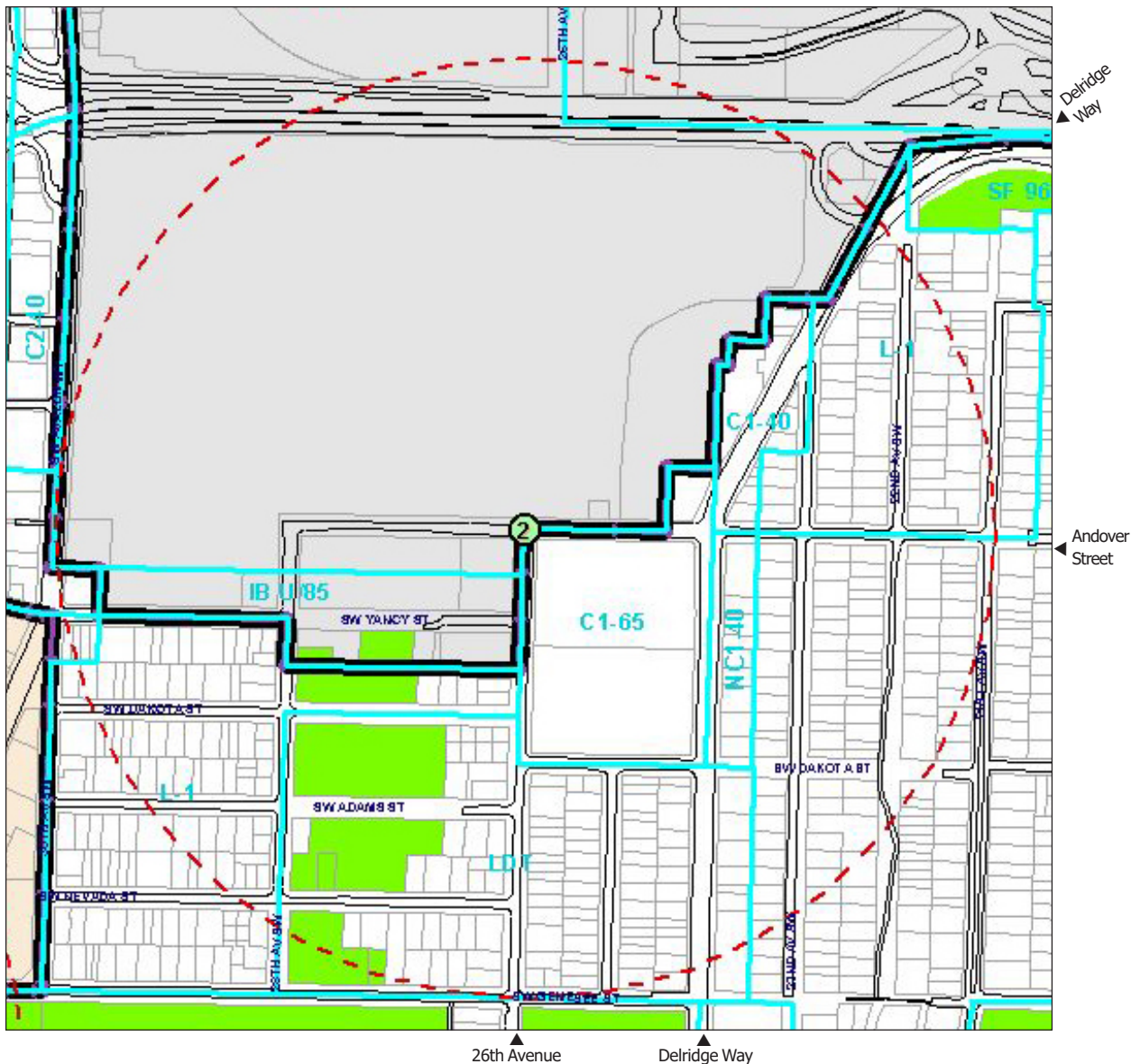























Existing Land Use and Zoning					
	Single Family		Entertainment		Public Facilities
	Duplex/Triplex		Mixed Use		Schools
	Other Housing		Parking		Zoning
	Multi-Family		Industrial		Open Space
	Office		Warehouse		Vacant
	Retail/Service		Transp/Util/Comm		Water Body
	Hotel/Motel		Institutions		Unknown/No Data

Source: Land Use, King County Assessor, January 2003; Zoning, City of Seattle Design, Construction and Land Use, March 2003.

- Distinct industrial, commercial, and residential zones.
- Few neighborhood businesses.
- Side streets are pedestrian- and bicycle-friendly.
- Potential for infill development.

Zoning Notes



Zoning, Overlays and Village Designations		
 Zoning	 Urban Center/Village	 Conservancy Navigation (CN)
 Historic District	 Hub/Residential Urban Village	 Conservancy Preservation (CP)
 P1	 Manufacturing & Industrial Center	 Conservancy Recreation (CR)
 P2	 Urban Center	 Conservancy Waterway (CW)
 Major Institution	 Shoreline Overlay	 Urban General (UG)
	 Conservancy Maritime (CM)	 Urban Harborfront (UH)
		 Urban Industrial (UI)
		 Urban Maritime (UM)
		 Urban Recreation (UR)
		 Urban Stable (US)

Source: City of Seattle Design, Construction and Land Use, March 2003.

- To the north this station area is part of the Duwamish Industrial Manufacturing and Industrial Center, zoned General Industrial 1 (IG1).
- IG1 zones are Seattle's primary industrial zones, providing space for marine, rail and truck cargo transfer, General and heavy manufacturing uses, High Impact uses, and associated support. Retail and other non-industrial commercial use is limited

by a square foot maximum.

- The density of use is limited by a Floor Area Ratio (FAR) which relates the total area, in square feet, of a building site or parcel of land to the total area, in square feet, within the building. Generally, industrial uses are limited to a 2.5 FAR (useable floor area can equal two and one-half times the area of the lot).
- Retail sales and service uses are limited to a maximum floor area of 30,000 ft² in IG1 zones. Office use is limited to a maximum of 50,000 ft² in IG1 zones. In addition to floor area limitations, a height limit of 85' applies to non-industrial uses.
- The surrounding residential areas are somewhat buffered from the heavy industrial zone by an Industrial Buffer (IB) zone. The IB zone provides a transition to less intensive zones and allows light and general manufacturing and some commercial uses, subject to a 75,000 ft² limitation for retail and 100,000 ft² for office uses. Setbacks apply in

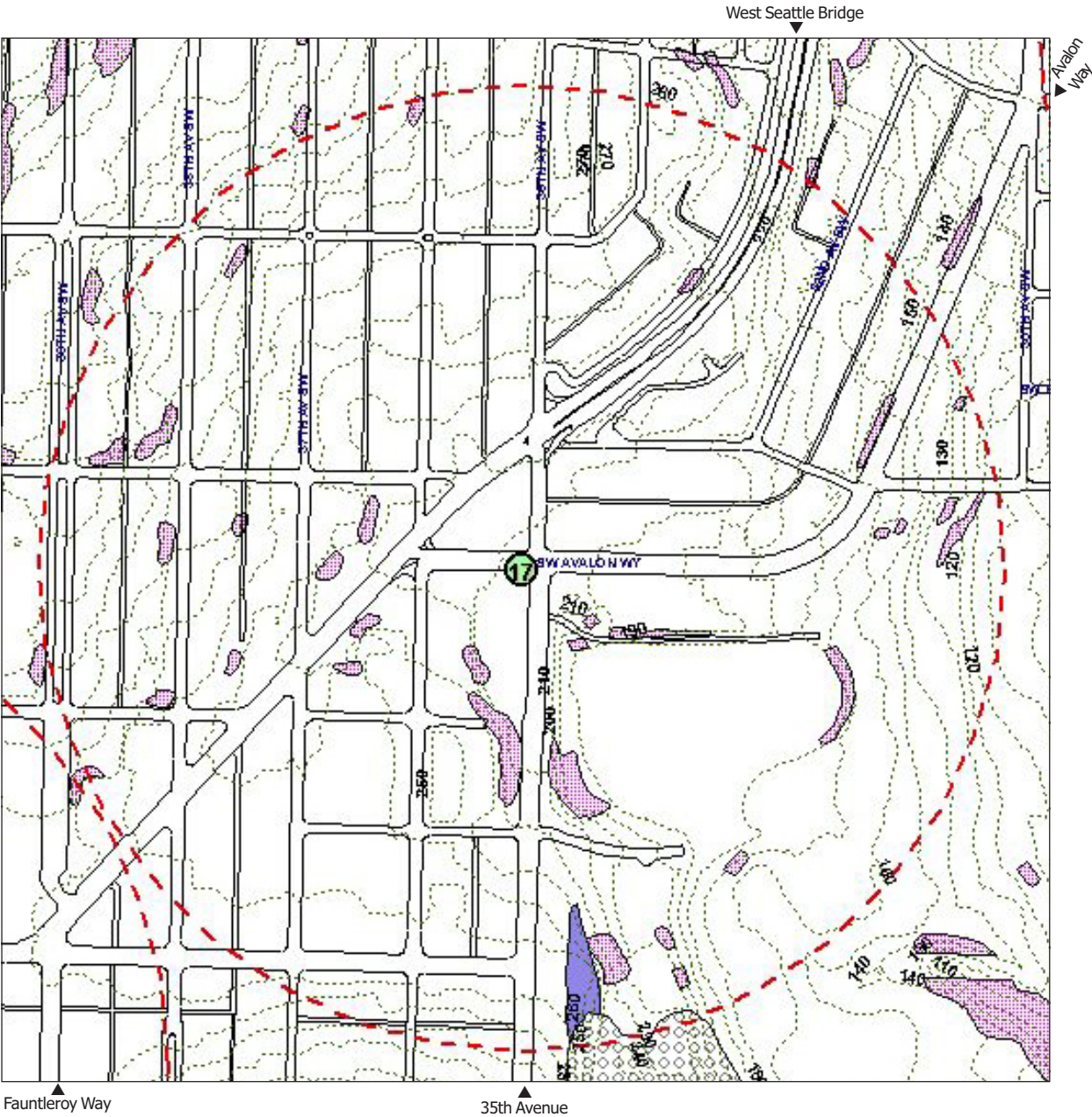
proximity to neighboring residential zones.

- A portion of the station area is zoned General Commercial with a 40' or 65' height limit, allowing auto-oriented, non-retail commercial development, including some manufacturing, warehouses, and wholesale and distribution facilities. Housing is permitted only by conditional uses approval. A single block front is zoned Neighborhood Commercial 1 with a 40' height limit (NC1/40'). NC1 allows pedestrian scaled and oriented retail sales and service uses oriented to the local neighborhood, and allows mixed-use development with no limit on residential density. Single purpose residential development requires a conditional use and is subject to density limits.
- The remainder of the station area is zoned for residential development, Single Family (SF), Lowrise Duplex/Triplex (LDT), and Lowrise 1 (L1), allowing low density detached and townhouse residential development.

West Seattle 35th & Avalon

Station-Specific Background Issues

||||| Natural Features



Critically and Environmentally Sensitive Areas

Steep Slope (>40%)	Flood Prone
Known Slide Area	Riparian Corridor
Potential Slide Area	Landfill
Wetlands	Liquefaction Zone
Wildlife Area	10' Contour

Source: City of Seattle Design, Construction and Land Use, March, 2000.

- The topography slopes up to the west, but the area near the station is easily walkable.
- East of the station area is a steep slope down toward the Longfellow Creek drainage basin.

Existing Character

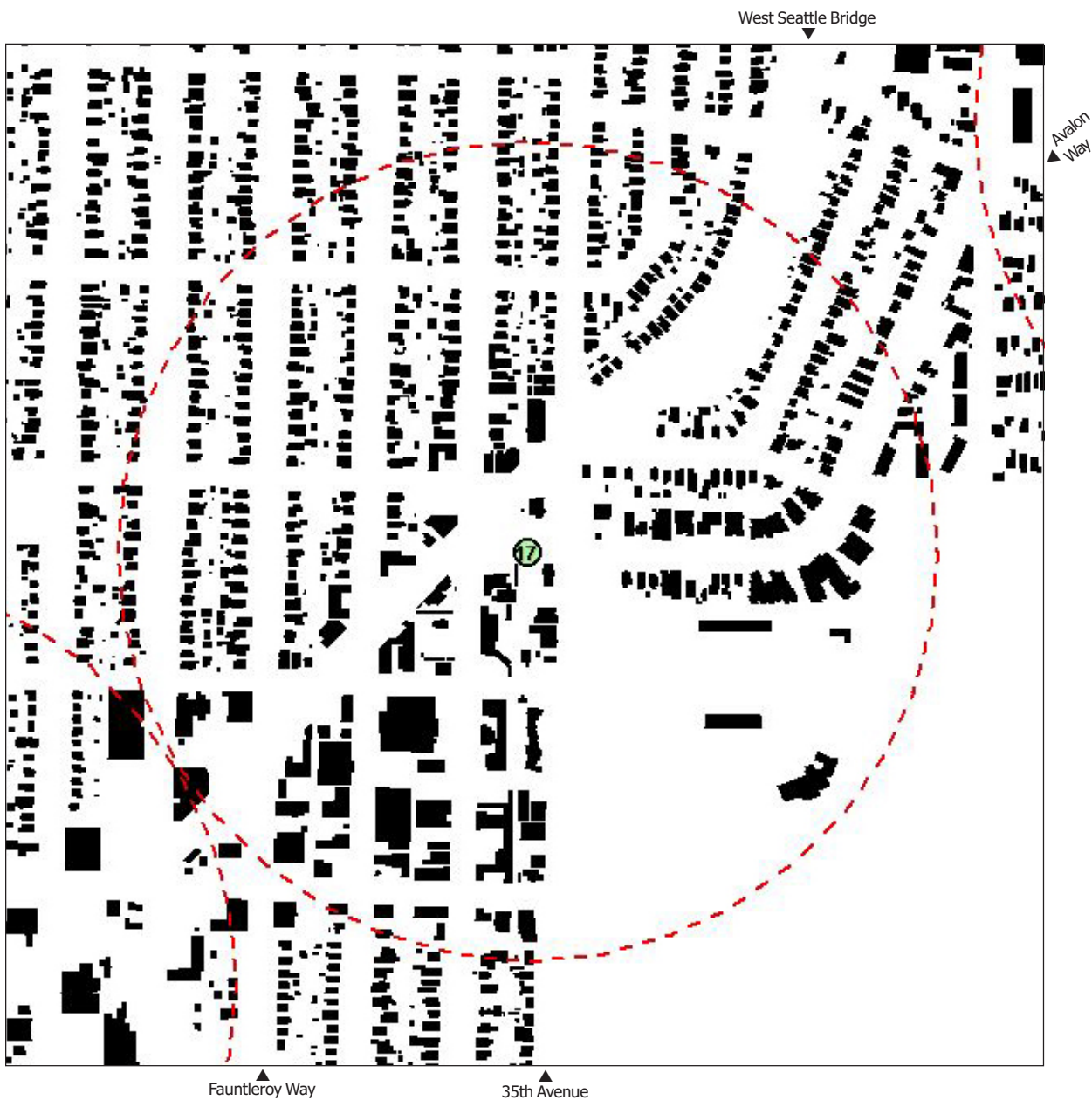


- The SW Avalon Way station is located in the West Seattle Hub Urban Village.
- Along Fauntleroy Way between Fauntleroy and 35th Avenue SW is an auto-oriented commercial area, providing a difficult pedestrian environment.
- The West Seattle Stadium and West Seattle Golf Courses, regional facilities with little functional

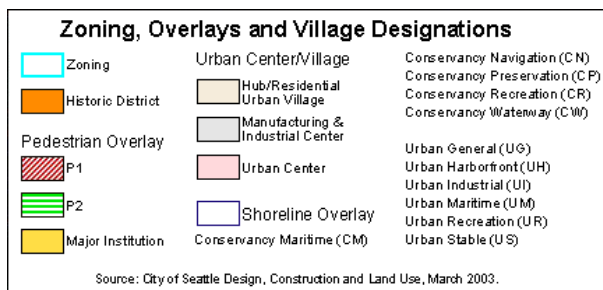
connection to the surrounding neighborhood, are southeast of the station.

- Along Avalon Way lies a denser multifamily area, which follows Avalon down the hill.
- North of Fauntleroy Way is a lower-scale single-family neighborhood.

Spatial Patterns



- *Fauntleroy Way is an arterial cutting diagonally across the street grid.*
- *Along Fauntleroy Way SW, and south between Fauntleroy and 35th Avenue SW, there are commercial uses, varying in scale, with associated parking.*
- *The scale of development becomes fine-grained off the arterials.*
- *A large tract of open space, the West Seattle Golf and Recreational Center, lies southwest of the station.*



- *To the south and west of this station area is a large area of General Commercial 1 zoning with a 65' height limit (C1/65). C1 zones are auto-oriented general commercial zones allowing a wide range of large scale retail and other commercial services, with parking location unrestricted. Residential use is permitted as mixed use without density limits, or as single purpose residential*

subject to conditional use approval and density limits.

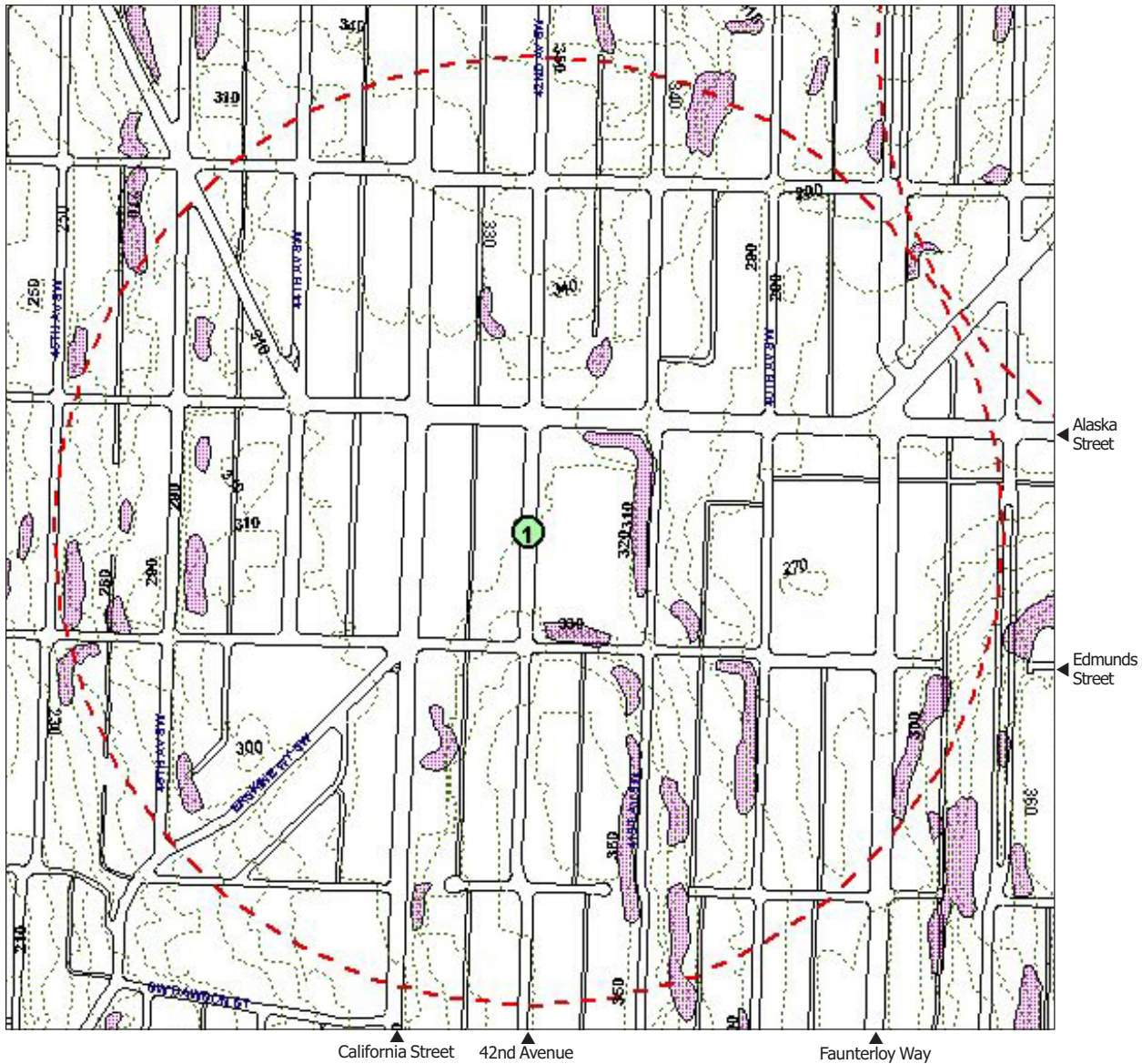
- *A minor amount of Neighborhood Commercial 3 (NC3) zoning is present, providing some transition from the more intensive development of the general commercial zones to the residential zones. Neighborhood Commercial zones, unlike general commercial zones, are pedestrian oriented, allowing a range of goods and services to the surrounding area and broader neighborhood interests. Parking location is limited to behind, in or under buildings, and residential uses are allowed in mixed-use structures with no density limit, or in single purpose residential structures subject to conditional use approval and density limits.*

- *Elsewhere in this station area, particularly around the commercial area, land is zoned for multi-family residential Lowrise 2, Lowrise 3 and Midrise, (L2, L3, MR) and single-family (SF). The Lowrise zones allow multi-family residential development from 25' in height up to 65' in height. Densities range from one use per 1200 ft² in L2 zones, one unit per 800 ft² in L3 zones, to unlimited density in MR zones. Development standards, including maximum width and depth of structures, lot coverage, and open space, are included.*
- *Single Family zones make up the remainder of the northern part of this station area. Minimum lot sizes are 5000 ft² and one dwelling unit per lot is permitted. Accessory dwelling units are also permitted on single-family lots.*











West Seattle West Seattle Junction

Station-Specific Background Issues

Natural Features



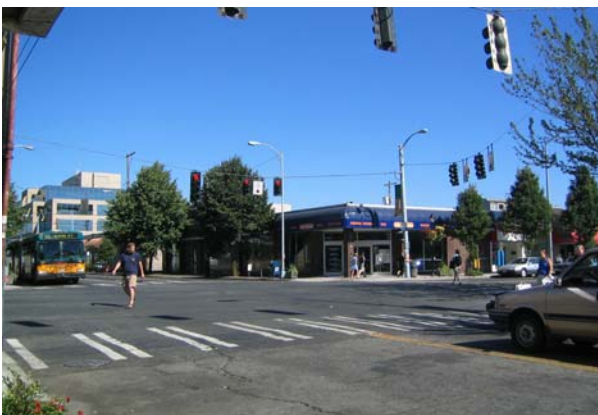
Critically and Environmentally Sensitive Areas

 Steep Slope (>40%)	 Flood Prone
 Known Slide Area	 Riparian Corridor
 Potential Slide Area	 Landfill
 Wetlands	 Liquefaction Zone
 Wildlife Area	 10' Contour

Source: City of Seattle Design, Construction and Land Use, March 2000.

- The station area is located at the top of the ridge; land slopes down to both east and west.
- The station area is easily walkable.

Existing Character

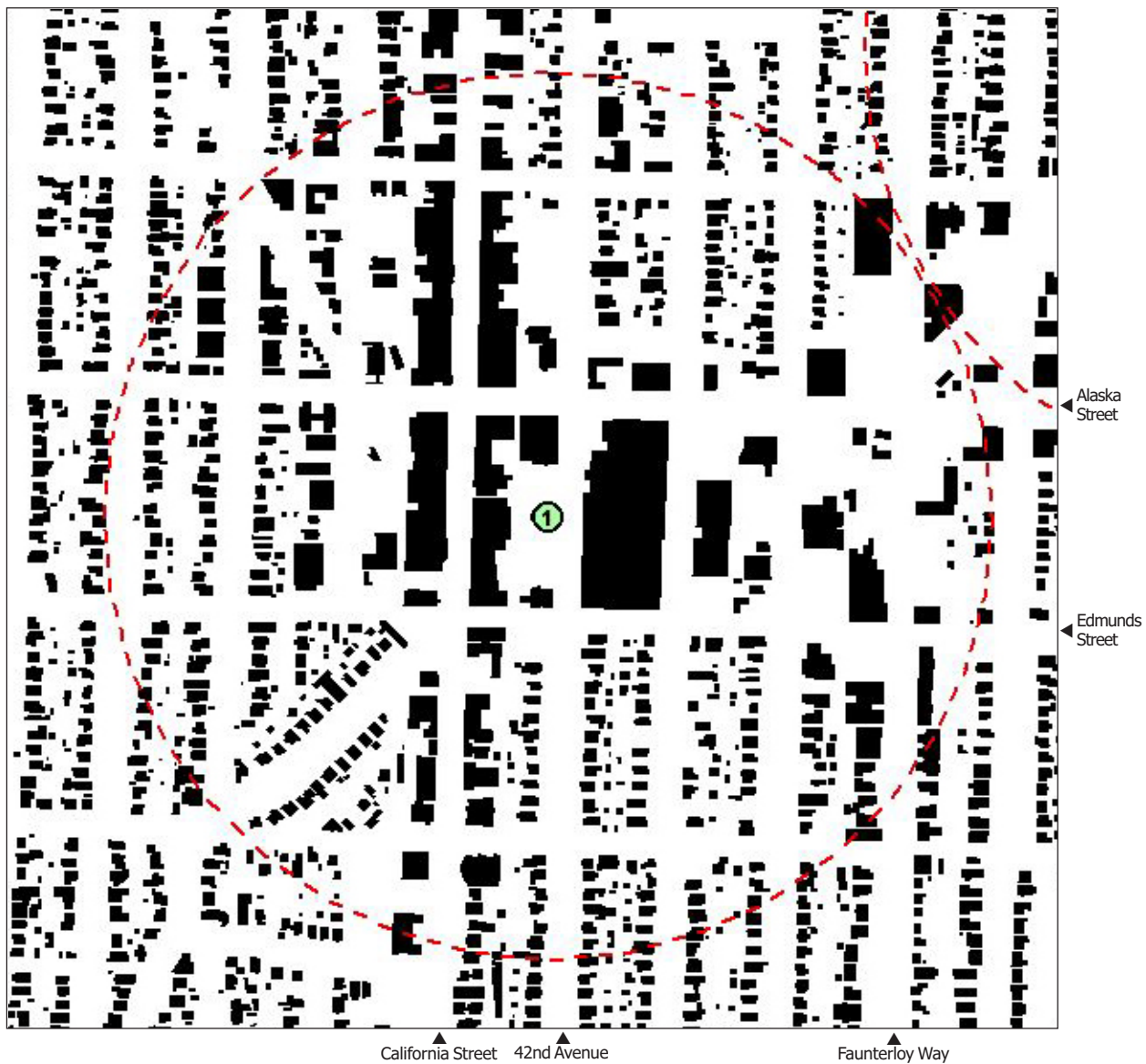


- The Alaska Street and 42nd Avenue station is also located within West Seattle Junction.
- The area two blocks east of the station along Fauntleroy Way is generally auto-oriented with single-family areas to the north and south
- The blocks adjacent to the station to the east have a mix of larger mixed-use and residential buildings

and surface parking lots.

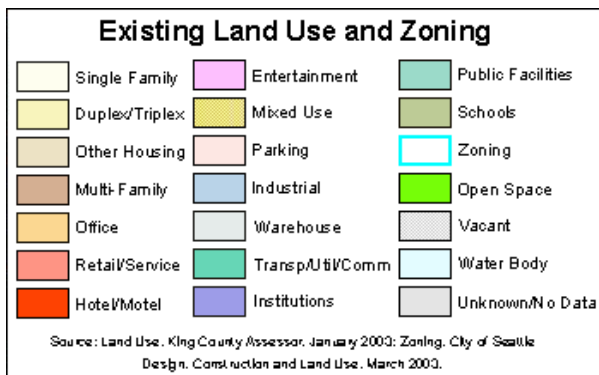
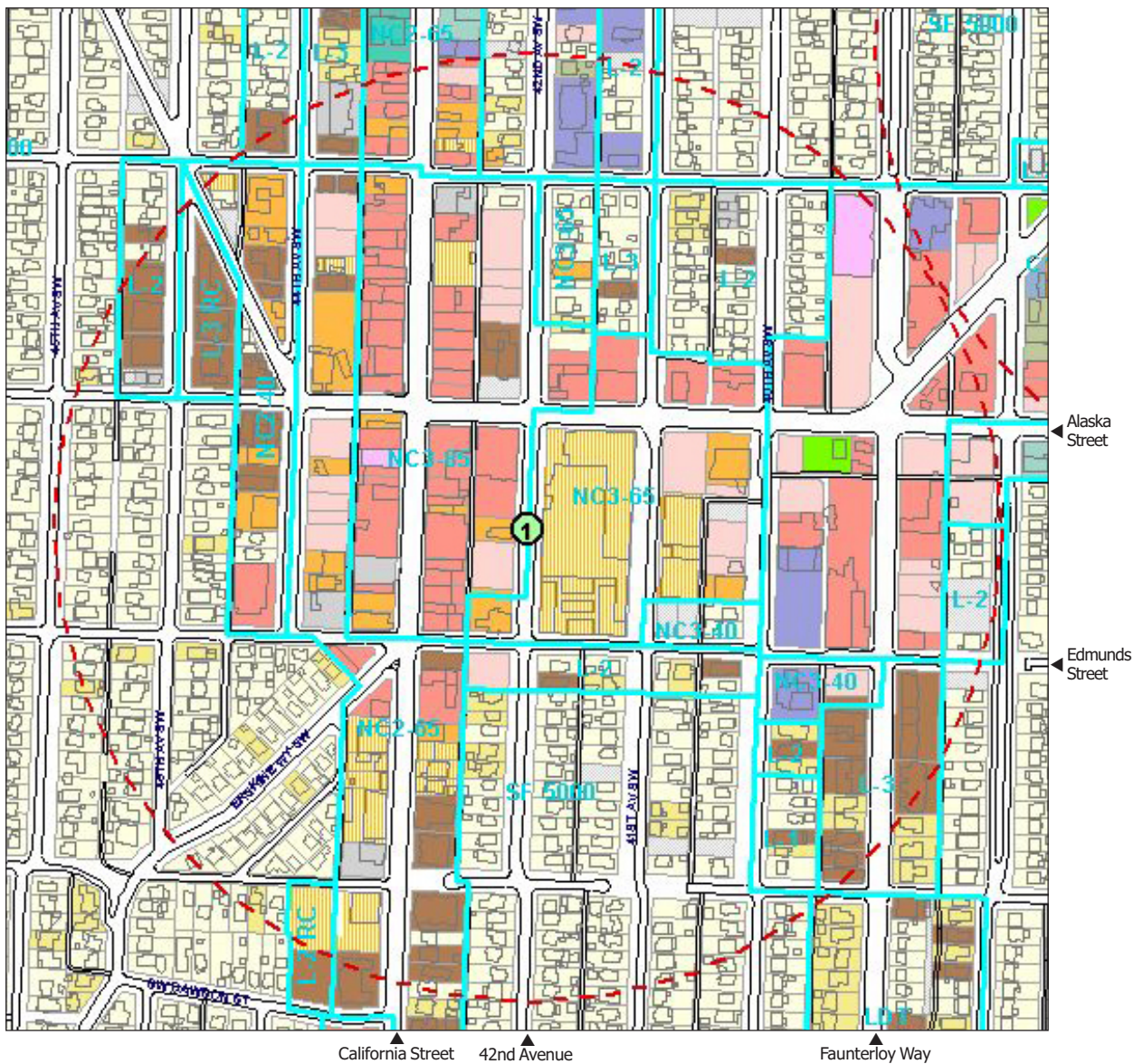
- The block faces along California Avenue have a "small-town feel" with a traditional pedestrian-oriented retail district.
- Multi-family and single-family neighborhoods are found farther to the west.

■ Spatial Patterns



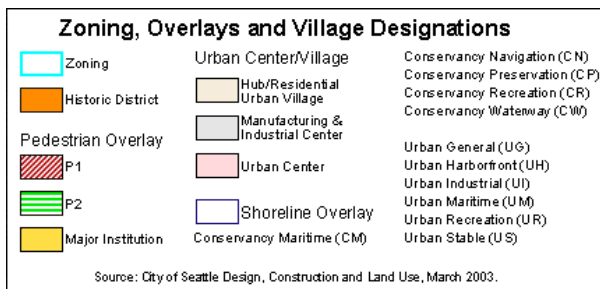
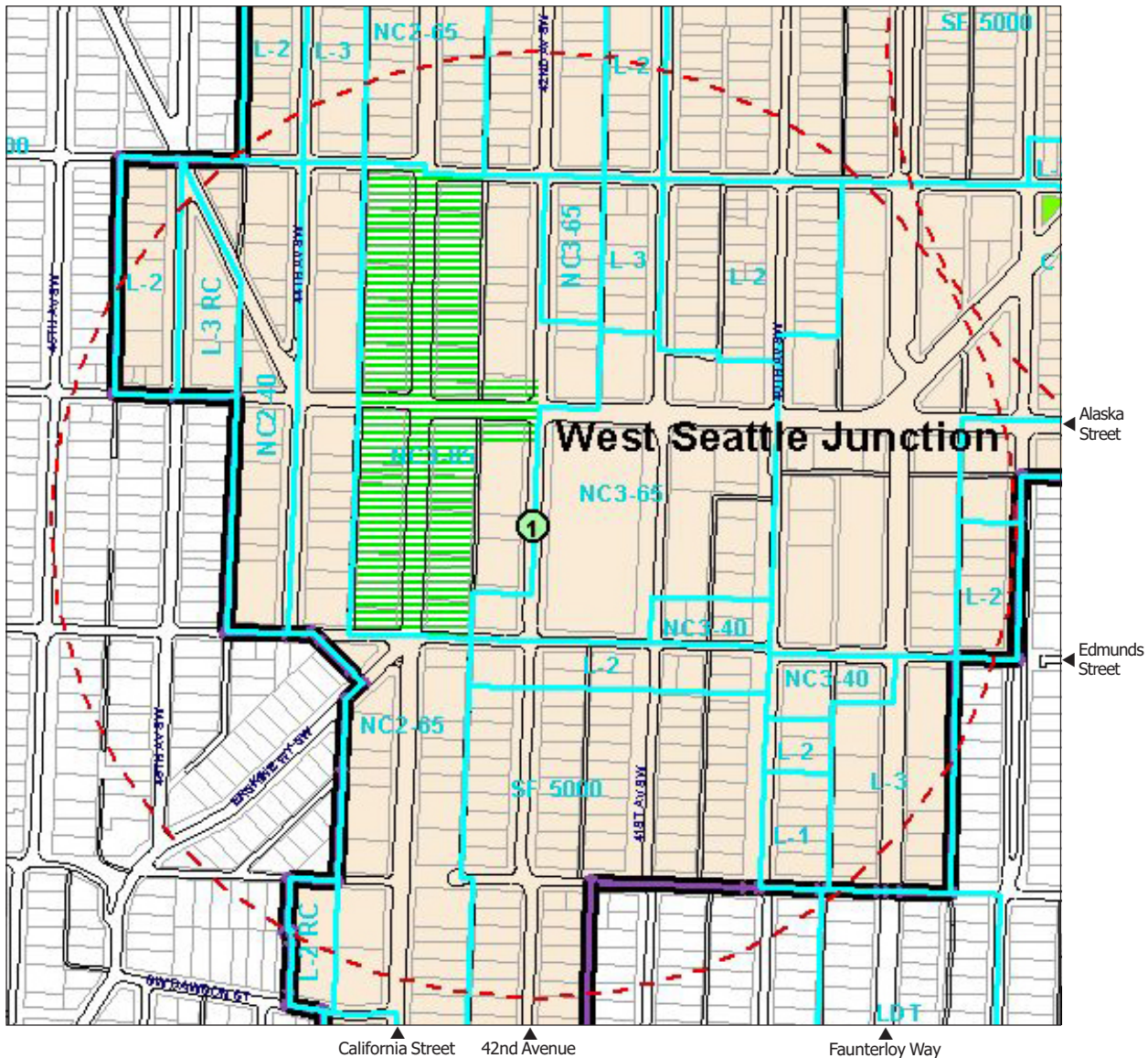
- The area is a mix of large institutional, small commercial and single-family homes.
- Diagonal arterials intersect with the city's north/south grid.
- There is a large variation in building footprints and lot sizes.

Land Use Notes



- Older, multi-story, mixed-use buildings predominate in the area.
- Pedestrian oriented features have been added at Alaska Way.
- Some layering of uses into surrounding blocks.
- Single-family area is mostly built out.

Zoning Notes



- Zoning around this station area is a mix of multi-family residential Lowrise 2 and Lowrise 3 (L2, L3) and some Single Family (SF), surrounding a large neighborhood commercially-zoned center at California Avenue SW.
- Land in the immediate vicinity of the station is zoned Neighborhood Commercial 3 (NC3) with a 65' to 85' height limit. Generally, NC3 zoning allows

a broad mix of neighborhood-serving uses and larger retail and office uses serving the greater city, in a primarily pedestrian-oriented environment. Parking is discouraged in front of business establishments.

- *Structures may attain a height of 65' or 85', encouraging mixed-use buildings containing non-residential uses at street level and residential uses above the street. Residential use is encouraged in mixed-use structures in NC zones, without limits on density if a minimum amount of non-residential use at street level is provided. Single purpose residential structures may be permitted through conditional use approval and are subject to density limitations.*
- *In commercial zones where building heights may exceed 65', single purpose residential is not permitted.*
- *The neighborhood commercial 3 (NC3/85') center*

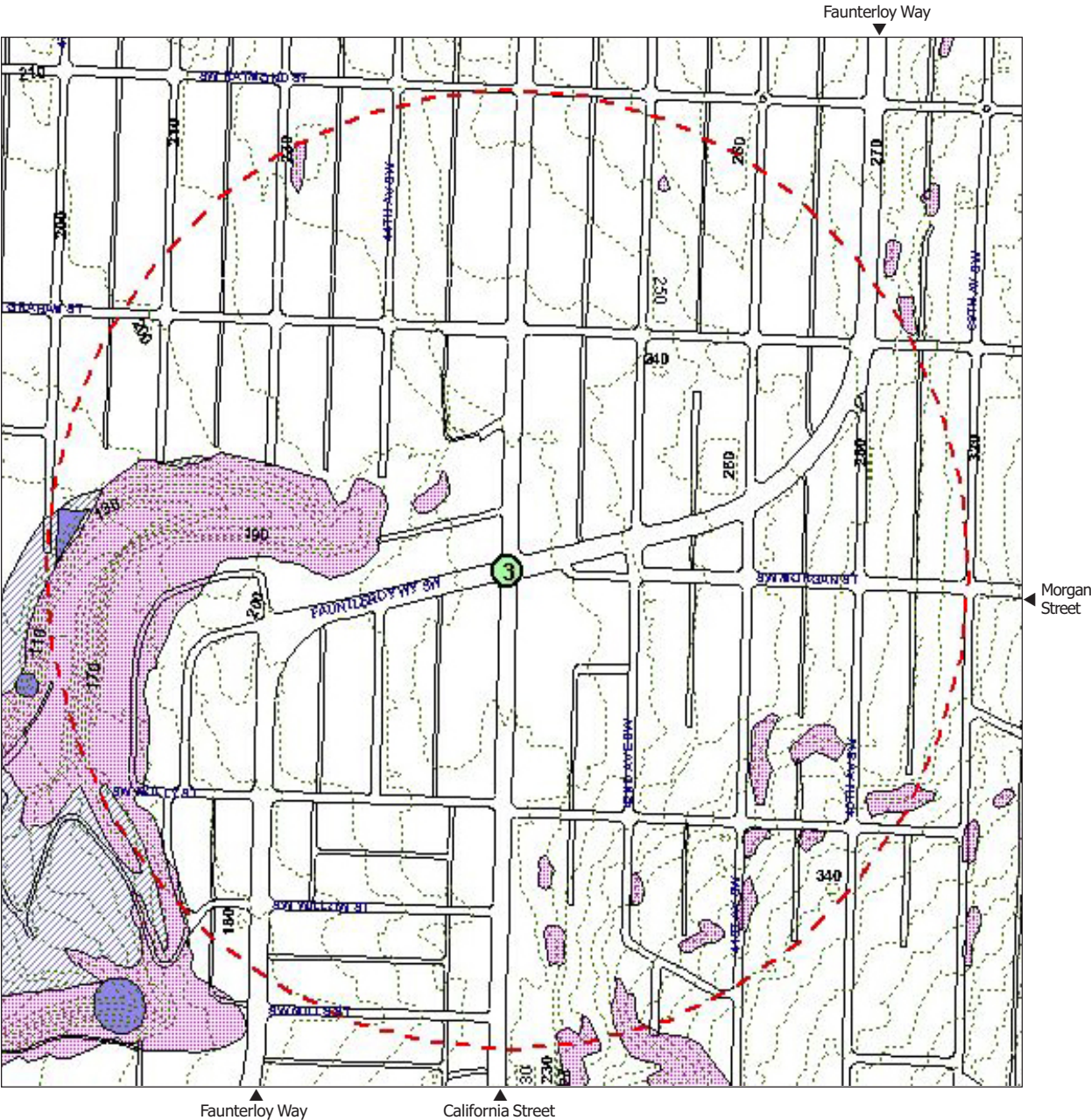
of the station area is also designated as a pedestrian district requiring retail sales and service uses at street level, prohibiting single purpose residential development. Pedestrian designation provides for some parking waiver and parking location is limited to in, under or behind a structure.

- *L2 and L3 zones allow multifamily residential development from 25' in height up to 30' in height. Densities range from one use per 1200 ft² in L2 zones, to one unit per 800 ft² in L3 zones. Development standards including maximum width and depth of structures, lot coverage, and open space are included.*
- *Single Family zones make up the remainder of this station area. Minimum lot sizes are 5000 ft² and one dwelling unit per lot is permitted. Accessory dwelling units are also permitted on single-family lots.*

West Seattle Morgan Junction

Station-Specific Background Issues

■ Natural Features



Critically and Environmentally Sensitive Areas

Steep Slope (>40%)	Flood Prone
Known Slide Area	Riparian Corridor
Potential Slide Area	Landfill
Wetlands	Liquefaction Zone
Wildlife Area	10' Contour

Source: City of Seattle Design, Construction and Land Use, March, 2000.

- The immediate station area is relatively flat. The land generally slopes down to the water to the west.

Existing Character



- The Morgan Junction station is at the heart of a residential urban village with the same name.
- This station area's buildings are of small-to-moderate scale with two- to three-story commercial structures lining the arterials, and single-family

neighborhoods surrounding those commercial areas.

- A wooded ravine to the west of the station provides a significant natural presence in the neighborhood.

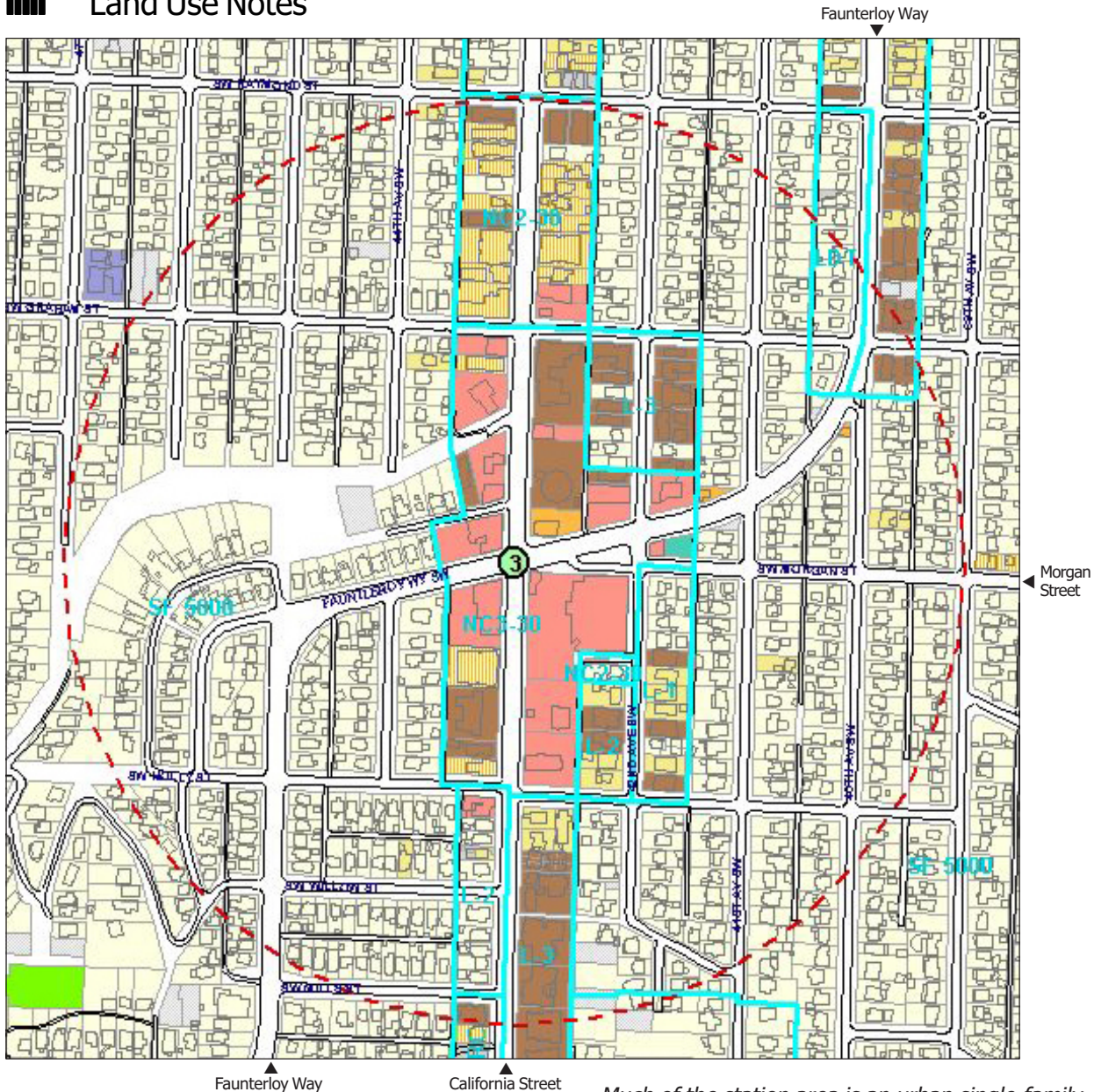
Spatial Patterns



- Neighborhood-scale retail and commercial buildings are in the neighborhood center.
- Single-family homes surround the neighborhood

center. The single-family fabric is basically complete.

Land Use Notes



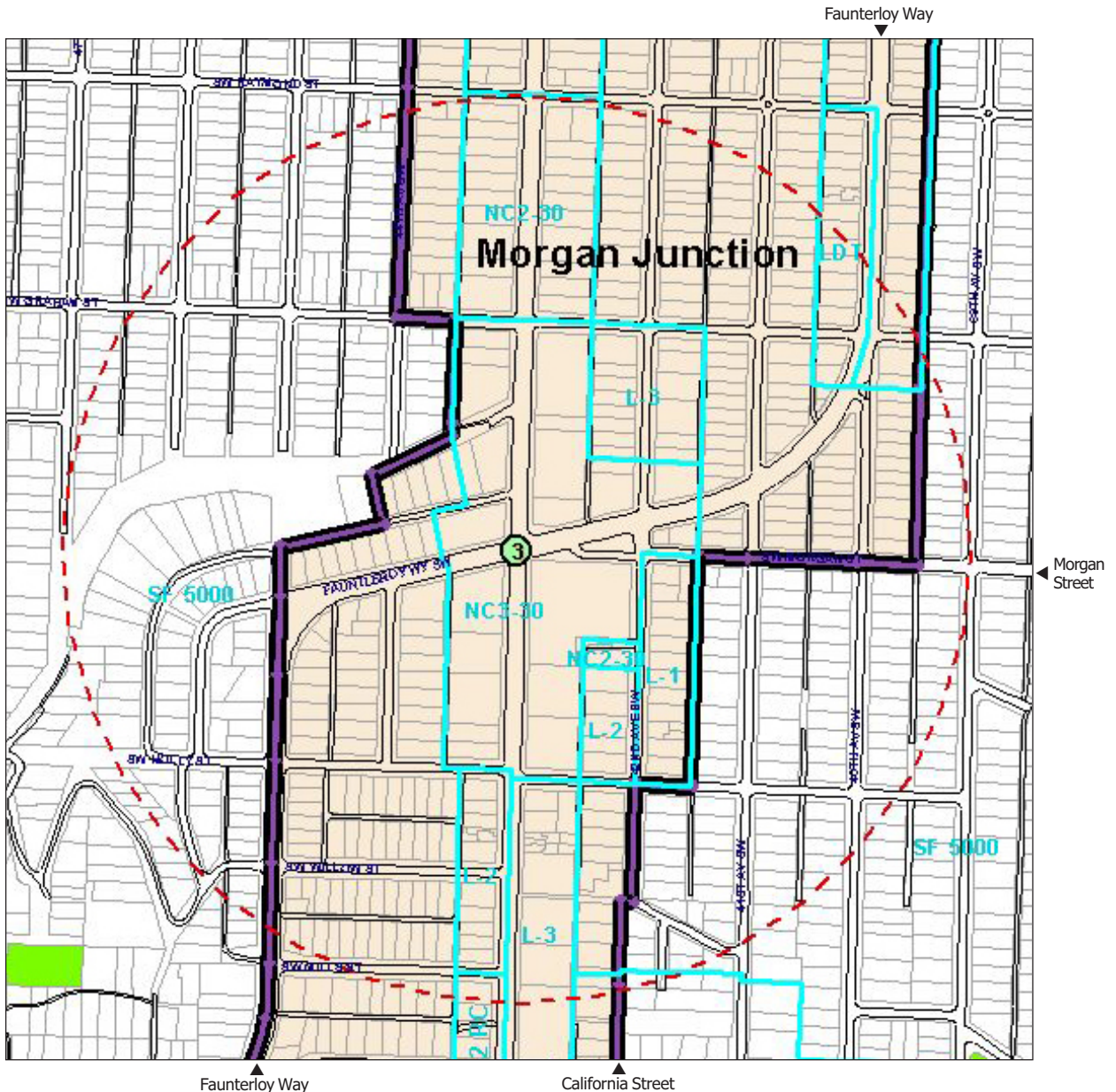
Existing Land Use and Zoning

Single Family	Entertainment	Public Facilities
Duplex/Triplex	Mixed Use	Schools
Other Housing	Parking	Zoning
Multi-Family	Industrial	Open Space
Office	Warehouse	Vacant
Retail/Service	Transp/Util/Comm	Water Body
Hotel/Motel	Institutions	Unknown/No Data

Source: Land Use, King County Assessor, January 2003; Zoning, City of Seattle Design, Construction and Land Use, March 2003.

- Much of the station area is an urban single-family neighborhood, fully built out.
- California Avenue is a mix of multi-family residential, commercial office and retail, with the retail mostly near the intersection of Faunterlohy and California.
- Some recent development on California on the south side of Faunterlohy has been built up to the sidewalk, strengthening the streetscape.
- A small amount of multi-family residential lies at the northeast edge of the station area along Faunterlohy.

Zoning Notes



Zoning, Overlays and Village Designations		
Zoning	Urban Center/Village	Conservancy Navigation (CN)
Historic District	Hub/Residential Urban Village	Conservancy Preservation (CP)
Pedestrian Overlay	Manufacturing & Industrial Center	Conservancy Recreation (CR)
P1	Urban Center	Conservancy Waterway (CW)
P2	Shoreline Overlay	Urban General (UG)
Major Institution	Conservancy Maritime (CM)	Urban Harborfront (UH)
		Urban Industrial (UI)
		Urban Maritime (UM)
		Urban Recreation (UR)
		Urban Stable (US)

Source: City of Seattle Design, Construction and Land Use, March 2003.

- This station area is located in the midst of a neighborhood center zoned Neighborhood Commercial 3 with a 30' height limit (NC3/30). NC3 zoning allows a broad mix of neighborhood serving uses and larger retail and office uses serving the greater city and local neighborhood in a primarily pedestrian-oriented environment. Parking is discouraged in front of business establishments.

- Residential uses are encouraged in mixed-use structures containing non-residential uses at street level, with no limits on residential density. However, single purpose residential structures are permitted only by conditional use approval and are subject to density limits.
- The neighborhood center is surrounded by single-family zones to the east and west, and Neighborhood Commercial 2 (NC2) and multifamily Lowrise zones (L1, L2, L3) providing some transition from the commercial center.
- L2 and L3 zones allow multifamily residential development of 25' in height and 30' in height, respectively. Densities range from one use per 1200 ft² in L2 zones, to one unit per 800 ft² in L3 zones. Development standards, including maximum width and depth of structures, lot coverage, and open space, are included.
- Single Family zones make up the remainder of this station area. Minimum lot sizes are 5000 ft² and one dwelling unit per lot is permitted. Accessory dwelling units are also permitted on single family lots.